

MEETING RECAP VISION 2050 SAN ANTONIO INTERNATIONAL AIRPORT MASTER PLAN TECHNICAL ADVISORY COMMITTEE

Date: Tuesday, November 3, 2009

Location: Municipal Plaza "B" Room

Subject: Vision 2050 San Antonio International Airport Master Plan

The meeting was convened at: 9:30 a.m.

Attendees:

Technical Advisory Committee members: Renee Alton, Unison Maximus Tony Bass, Federal Aviation Administration Peter Bella, Alamo Area Council of Governments Jason Coles, Port San Antonio Stephen Colley, Build San Antonio Green Karl Eschbach, University of Texas at San Antonio Dan Gallagher, City of San Antonio Planning Department Diana Glawe, U.S. Green Building Council Central Texas Lynn Harvey, Federal Aviation Administration Jimmy LeFlore, Public Art San Antonio David Martinez, San Antonio Fire Department Kelley Neumann, San Antonio Water System Tim O'Krongley, City of San Antonio Aviation Department John Osten, City of San Antonio Planning Department Mike Sawaya, City of San Antonio Convention Leo Vasquez, Transportation Security Administration Loren Wood, City of San Antonio Airport Advisory Committee

Representing the San Antonio International Airport:
Barbara Prossen, Marketing and Community Relations Director
Richard Johnson, Public Relations Director

Representing the project team: Larry Bauman, AECOM



Jeff Webster, AECOM Holland Young, Jacobs Consultancy Julie Gueho, Jacobs Consultancy Michael Gallis, Gallis and Associates Jeff Coyle, KGBTexas Lynlie Wallace, KGBTexas

Discussion:

- 1. Larry Bauman, project manager from AECOM opened the meeting, presented the agenda and provided an overview of the Vision 2050 Airport Master Plan. He indicated the mission of the 18-month project is to develop a master plan for the San Antonio International Airport (SAT) that supports and enhances the future mission of the San Antonio region. Vision 2050 will include a specific master plan for the next 20 years of the airport's growth to ensure the airport's site and facilities can accommodate demand and activity through 2030. The master plan will also look at the airport's long-term role in the region and how it best serves as an engine for economic growth, enhances trade relationships, facilitates an integrated multimodal transportation system and protects the region's natural, historical and cultural resources. The master plan will be community-driven, guided by approximately 100 people on three advisory committees that represent a broad cross-section of the San Antonio community. Committee members include representatives of government, business, military, tourism, transportation, environment, real estate, neighborhoods and the arts.
- 2. Holland Young, project manager with Jacobs Consultancy discussed airport activity and outlined existing airport facilities.
 - A power point presentation served as the format for discussion. A copy of the presentation will be made available on the project web site: www.sanantonio.gov/aviation
- 3. Michael Gallis, representing Gallis and Associates, discussed the context for the master plan and explained the process for developing a vision for the airport. After his presentation, Mr. Gallis asked each committee member to provide their opinion of and goals and vision for the airport. The following goals and observations were shared:

Round table discussion:



Committee members offered the following goals and observations regarding San Antonio International Airport and the Vision 2050 Master Plan. Their comments are organized in the following subject areas below.

Economic Development

- We should organize flights to bring in more tourists.
- We should facilitate the success of tenants, airlines, business customers and tourists.
- We can be a world leader in our own niche by providing the best travel experience in the world.

Convenience

 We promise convenience when we sell conventions to organizations. We need to live up to that promise.

Vision and Planning

- It is difficult to forecast forty years out, but we must try to envision what 2050 looks like.
- We should be mindful of our limits, specifically because the airport is landlocked.
- Residents and tourists both need to feel good about changes being made to the airport.
- From an urban planning standpoint, noise and pollution may be of concern to the community because more flights mean more noise.
- Using "International" as part of the airport's title may be a detriment.
- Connectivity and streamlining efficiencies with Port San Antonio should be part of this plan.
- A regional airport should be considered based on population growth.

Infrastructure

• We need to mitigate confusing roadways and open up check points. Infrastructure must be built effectively in the airfield and in the terminal.

Transportation

High speed rail should be incorporated in any airport master plan.

Innovation, aesthetics and location

 Public art should be an important part of the master plan. We need aesthetic interventions with architecture and design of the airport.



- Once you enter the airport, you need to know immediately that you're in San Antonio.
- We look at SA as a leader expressing quality of life and unique character and need to maintain our uniqueness.
- We must ensure there is responsible growth, affordability, effective use of technology.

Environment

- The plan should focus on air quality concerns and renewable energy.
- We need to be a leader in sustainable building, use of water and maintaining air quality.
- SAT should be a showplace for environmental stewardship.

Capacity

- The underlying structure of the airport should be set up perfectly.
- We need to add significant capacity. Infrastructure must keep up with level of use to sustain a pleasant experience.

Customer Service

• We must provide the perfect customer experience.

Image

- We must enhance our national image how we are perceived by the world. There is a reason activity is happening other places instead of San Antonio.
- Because the airport is the first thing you see, we must be mindful of our image.
- Our airport is the gateway the first and last thing a tourist will experience of San Antonio.
- The airport has been underserved. We deserve more traffic than we get.
 We'd get more if our image was better.
- We don't want to lose what is special about the city.

Following the goals and visioning discussion, Mr. Gallis asked each member to participate in a "rapid round," by providing a brief, one-sentence goal for SAT. The following is a list of goals verbalized:

- Focus on sustainability.
- Consistency.
- Improve US customs facilities.
- SAT needs a better security screening footprint.



- We must develop a financially feasible CIP.
- A regional airport system should be developed.
- SAT should become a working environmental showplace.
- We should develop the master plan in a regional urban transportation and sustainability context.
- SAT should serve the needs of what we will be, not just what we are.
- Better noise management is needed.
- We should increase international flights
- We should be leaders in innovation and make SAT a contemporary facility.
- We need to create the most pleasurable experience for the customer.
- SAT should provide outstanding customer service.